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The contribution of Mr. Randall is found in the first two volumes, which treat of events in Ohio before the state was formed. His intimate knowledge of this period, gained through years of painstaking service as a careful historian and editor, is apparent. He has used the available material to good advantage. He has assembled in compact and convenient form the testimonies of those whose personal experiences in the Ohio valley have been recorded in journals of great original value. His desire to make the story both reliable and readable has been realized. Barring the criticism already made that too much space, relatively, is given to this part of the *History*, the initial volumes are commended for their interest and careful preparation.

Mr. Ryan's field is that of Ohio as a state. The third and fourth volumes are devoted to this century of growth and development. The materials are not so well organized as in the first two books and it is here that the exploitation of individual citizens at times appears too dominant. In places the text is strongly suggestive of the county history written for sale to those whose virtues are duly recorded therein. Things are mentioned as facts but the relation of those facts to the political, social, and economic development of the commonwealth, particularly as a member of a confederation of commonwealths, is not always shown in a satisfactory way. Ohio has long been known for the number and the excellence of its educational institutions. But there is entirely inadequate treatment of these in their connection with the shaping of the religious and social character of the state. The meeting and mixing of race elements from New England and from the South, with their influence upon civil, social, and religious history, does not find that examination rightly to be expected in a present-day story of state evolution. The same weakness is evident when the reader seeks for an interpretation of the political forces which have operated to give Ohio so prominent a place in the affairs of the larger nation of which it is a part. As a collector of materials Mr. Ryan has been more successful than as a keen analyzer of men, motives, and measures.

All these criticisms aside, however, this centennial *History of Ohio* will appeal strongly to state pride and will satisfy those for whom primarily it was written. It is a story of achievement with many a page of far more than ordinary interest and attractiveness.

FRANCIS W. SHEPARDSON.

Economic Beginnings of the Far West: how We Won the Land beyond the Mississippi. By KATHARINE COMAN. In two volumes. (New York: The Macmillan Company. 1912. Pp. xix, 418; 450.)

ANY history of the occupation of the trans-Mississippi West must be primarily economic, whatever its title, since the first need of the pioneers was to eat and live. Professor Coman's new book on this theme confesses itself to be a treatise on economic history, but with slight altera-

tions it might pass for a general history of the far West. It touches upon exploration and social organization as well as upon economic foundations, and it finds the same difficulty that a general history would have in maintaining either unity or proportion.

There is little unity to the region and period that Professor Coman has chosen. The western prairies and plains, the mountain plateaus, and the Pacific slope present different problems in resources, chronology, and nationality. Five nations in four centuries made various experiments in one region or another. Geographically they were all "western", but logically few of the attempts are connected in the same chain of events. "Struggle for possession", in the strictest sense, rarely occurred. Each nation tested itself upon the West, and was superseded by the next, until the advance of American agriculture and transportation swept them all aside. There is a succession of episodes, rather than a coherent contest to be described in the period of beginnings.

The main divisions of the book deal with the Spanish occupation, exploration and the fur-trade, the advance of the settlers, the transcontinental migration, and free land and free labor. The first volume in general treats of exploration and colonization, while the American occupation fills the second. The divisions vary in length and manner of treatment, and the classification is loose, chiefly because of the inherent disorganization of the material. Pike, for instance, is classed among the colonizers. Texas appears in the same category, and reappears in connection with the American advance. The Santa Fé trade is associated with this advance instead of with the transcontinental migration, although the Mormons, who stopped short of the Pacific, are catalogued with the latter.

The book has a distinct value for reference in the history of the West. It gives in one work a survey that has long been needed. Its notes and bibliography are voluminous. Some of its chapters contain the best brief treatments available for class-room use. The Mormon migration, the acquisition of Oregon, and the conquest of California are described with circumstance and vivacity. Other chapters, particularly those on the explorers, are convenient statements of facts everywhere accessible. A few are misleading and inadequate.

The thirteen-page chapter on the Pacific railway and the Homestead Act invites comparison with the fifteen pages given to La Salle, and the twelve devoted to the Seven Cities of Cibola. It ought to have been much larger, or omitted entirely. Since the decision was to regard these topics as within the scope of the book they should have been treated according to their importance as fundamental factors in the American occupation. They should not have been disfigured by statements that the pony express was operated from 1852 to 1860, or that McClellan and Mullan (who were only the subordinates of General Isaac I. Stevens), explored the railroad route from Lake Superior to Puget Sound; and they ought to have included clear summaries of the Union Pacific Act and the Homestead Act.

The book has some inaccuracies: for instance, Professor Coman takes Pike's intentions at the explorer's own statement of them (I. 48), misdates the publication of his journal (II. 75), and gives a confusing reference to Professor Bolton's edition of the confiscated papers (I. 403); she accepts Jonathan Carver without a question; on a single page (I. 234) she speaks of "consul" Genet, and refers to Washington's Secretary of War as "Attorney General Knox".

Most of the works cited in the forty-eight-page bibliography can be found in any large university library. They are not listed with bibliographical precision, and, like the notes, are clumsily arranged by chapters at the end of each volume. In the cases of many of the works of travel the author has been content to refer the reader only to the *Trail Makers* series, or to Dr. Thwaites's useful reprints.

FREDERIC L. PAXSON.

History of Road Legislation in Iowa. By JOHN E. BRINDLEY. *History of Work Accident Indemnity in Iowa.* By E. H. DOWNEY. [Iowa Economic History Series, edited by Benjamin F. Shambaugh.] (Iowa City, Iowa: State Historical Society. 1912. Pp. xiii, 422; xiii, 337.)

Applied History. Edited by Benjamin F. Shambaugh. Volume I. (Iowa City: State Historical Society. 1912. Pp. xix, 638.)

HISTORICAL societies in the eastern states have generally confined their activity to the colonial and revolutionary periods, with an occasional glance at some aspect of the Civil War. In the Middle West the period of origins extends well down into the nineteenth century and it is not surprising to find the historical societies there devoting a large share of their attention to this later period. The State Historical Society of Iowa, however, has gone far beyond this and by invading the recognized domains of economics, political science, and jurisprudence, has, under the guise of economic and "applied" history achieved the extreme of practicality and "up-to-date-ness".

The *History of Road Legislation* contains more history, in the accepted sense of the term, than either of the other volumes. The subject is treated chronologically, beginning with the acts of Michigan and Wisconsin territories, and continuing down through the various stages of development from the plank-road system of the forties to the good roads movement and the state highway commission of recent times. The volume concludes with a comparative study of road legislation and an appendix which presents the present status of road administration in each of the states of the Union. The details of the numerous acts are given so fully that it is frequently difficult for the reader to grasp the significant things. Some help is afforded, however, by convenient summaries at the end of each chapter. The author's "Road Legislation in Iowa" in the *Applied History* is a rearrangement of these summaries, together with a statement of principles which should obtain in future legislation.